

April 2nd

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Boats, 25,000 lbs. fresh cod.

Today's Markt.

Board of Trade prices: Large headline Georges cod, \$4.25 per cwt.; medium do., \$3.25; large trawl Georges, \$3.75; medium do., \$3.25; headline cod from deck, caught east of Cape Sable, \$4.00; medium do., \$3.25; large trawl bank cod, \$3.25; medium do., \$3.00; large dory headline cod, \$3.50; medium do., \$3.25.

Board of Trade splitting prices on fresh fish—All cod caught on Le Have Bank and to the westward: Large, \$2; medium, \$1.40; all cod caught to the eastward of Le Have Bank, large, \$1.75; medium, \$1.25; snapper cod fish, 40 cts.; cusk, \$1.30; haddock, 75 cts.; hake, 90 cts; pollock, 50 cts.

Mr. George Knowlton is convalescing from an attack of grip.

Bank hallbut, 6 cents per lb. for white and 4 cts. for gray.

Vessels Sailed.

Sch. Navahoe, seining.

Sch. Annie Greenk w, seinir g.

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Boston.

Sch. Manomet, 15,000 haddock, 500 cod.
Sch. Mary T. Fallon, 17,000 haddock.
Sch. Nellie G. Adams, 16,000 haddock, 1500 cod.

Sch. Hattie F. Knowlton, 400 haddock, 13,200 cod.

Sch. Minerva, 1500 haddock, 1500 cod.
Sch. Mary J. Ward, 5000 cod.

Sch. Emily Enos, 8000 haddock, 500 cod.
Sch. Defender, 5000 haddock.

Sch. Azorian, 3000 haddock, 2100 cod.
Sch. Mary E. Stone, 1000 haddock, 5000 cod.

Sch. Annie and Jennie, 1500 haddock, 700 cod.

Sch. Clara R. Harwood, 7000 haddock, 300 cod.

Sch. Rose Standish, 17,000 cod.
Sch. Zephyr, 1000 haddock, 2500 cod.

Sch. George H. Lubee, 4000 haddock, 200 cod, 100 hake.

Sch. Allen H. Jones, 14,000 haddock, 600 cod.

Sch. Mattakesett, 40,000 haddock, 20,000 cod.

Haddock, \$1.50 to \$2; large cod, \$1.75 to \$2.50; market cod, \$1.75 to \$2.50; hake, \$1.50 to \$2; pollock, \$2.50.

Fishing Fleet Movements.

Sloop Albert Baldwin arrived at Portsmouth, N. H., yesterday from Rockport.

Sch. Ervin J. Luce, Newport for Rockport, arrived at Vineyard Haven yesterday, and sch. George R. Bradford, for Rockport, passed there.

Sch. James A. Garfield is fitting for seining under command of Capt. Roy Kimball.

Sch. Nannie C. Bohlin, Capt. Thomas Bohlin, will now fit for seining.

STILL FAST IN THE ICE.

Mail Received from Ice Im- prisoned Vessels.

SITUATION SHOWS NO CHANGE.

Washington's Birthday Celebrat- ed in Patriotic Planner.

Yesterday brought the first mail from the ice-imprisoned vessels at Bay of Islands for a month, and the news received is not encouraging. One skipper writes that at present the situation is as bad as ever and that there is no telling when the vessels will get clear.

Letters from some of the men make interesting news, as they tell more fully of the everyday life and of some of the goings on since the fleet was frozen in.

One of the letters states that food is getting scarce, but that Washington's Birthday was most patriotically celebrated.

A letter from Capt. George Turner of sch. Arcadia, dated at Wood Island, Bay of Islands, March 14, contains the latest information from the imprisoned vessels. Capt. Turner stated that the weather was very cold, there was still plenty of ice, and the vessels were in hard positions. From the tenor of the letter it was noted that there had been no change for the better and that the present condition of the vessel was bad if not worse than at any previous time. In closing Capt. Turner said that it was no use to try to say when the vessel would get out, as there was no sign of the ice giving up. Capt. Turner states that but few people have any idea of the situation of the vessels.

A letter received by Capt. Charles Nickerson from one of the crew of sch. Claudia, dated March 8, gives a most interesting account of the doings of the men and position of the vessels in the ice off Woods Island. The letter says:

"When we first got frozen in it was a dangerous place. The ice used to break up and come down on the vessels, and it would make things snap. None of the vessels parted their chains, if they had, it would have been bad, as if they had drifted out with the ice, their position would have been most dangerous. The wind when it would change to southwest would have blown them against the cliffs, where there is not so much as a hand hold, and if any of us had got ashore we

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would have frozen or starved before help could have reached us. But that trouble is over now for there is no water to be seen from the highest mountains. I think we could go from here to Labrador on the ice. All communication is stopped and all the trains are covered with snow since last Monday. The snow is reported in some places as being 50 feet deep.

"There is not enough to eat in the Humber to last till spring opens. Some of the vessels have scarcely anything now. We have plenty, and I expect they will eat us up at that. We didn't think much of that idea of sending that steamer down here to get us out. There are not enough steam rams in the navy to get inside of Weebald."

In speaking of Capt. Young's work, the writer says that despite all his labors, the work accomplished has been destroyed by the movement of the ice floe. The men who were hired on the work were benefitted because as they received 25 cents an hour. They worked at sawing out a canal, but one night it went adrift and thus all the work was destroyed. The crowd worked three days, and the writer thought it would have taken three weeks to do the job. They used 300 pounds of powder and then gave it up. The crews got up a union and struck and four of the crews would not saw ice.

The letter further says:

"It is very cold here now and the gulf is all frozen over. We had a lively time Washington's Birthday. Every vessel hoisted all her flags; then we fired guns, rung our bells at sunrise, noon and sunset, blew our horns and made bombs and blew them up on the ice. Times are dull now, though there are no dances since Lent came in. As to food, there is not enough for the people here. Some vessels have only half a barrel of flour now and

we will need three months' provisions. We hope to get a mail through this week by means of dogs. On Saturday, February 28, was the heaviest gale here for 28 years. It blew down buildings. The vessels laid side to the wind. We rolled so that she broke the ice around her and it was 18 inches thick at that and the squalls would heal her down almost on to the ice."

One of the crew of another of the vessels writes a letter to a friend as follows:

"Our supply of coal is getting short and there is none to be had here. We have got the next best, that is to take to the woods. We have hand-sleds and go a couple of miles to procure, which is very much scattered about, and then carry it on our backs through the snow up to our waist into the ice, when it is loaded on the sleds and hauled a mile on the ice to the vessel. Our water we have to haul one mile, so our footwear is getting rather thin on the bottoms and skin boots cost \$4.50 a pair.

"Every time the ice forms solid in the bay we have to cut it and to heave the anchors up to have them ready for the next thaw, so between the wood, water and anchors we are kept pretty busy every day. Occasionally some one goes up on the top of Mount Blomidon to have a look out in the Gulf and the report is ice as far as the eye can see. Those people who said vessels could get out of here don't seem to know what they are talking about. The proposition of sending a steamer down here to tow us out was simply folly."

FIRST NETTER READY.

Sloop Vesta Will Sail for Southern Waters Today.

Sloop Vesta, Capt. Wolfe, has fitted for south mackerel netting and is all ready to sail today. She will be the first of the netting fleet to get away.

POSITION IS PERILOUS.

Drifting Ice Floes Now Men- ace Ice Bound Vessels.

FOOD SCARCE AT BAY OF ISLANDS

Relief Steamer May Go from St. John's With Provisions.

A St. John's N. F., despatch of yesterday state that, according to reports from Bay of Islands, the ten American fishing vessels frozen in the icefield there since Jan. 17 are in a perilous position, owing to the ice floes drifting after a severe storm Tuesday night.

Provisions are running out and the crews have been put on short rations. The settlement of 3000 people at Bay of Islands is also dangerously short of provisions and much anxiety prevails.

The Gulf of St. Lawrence is blocked with ice as far as the eye can reach. The railway line across Newfoundland has been blocked by snow drifts since the middle of February and not a single train has been running since. It is unknown when the road will be open again, the railway employees being unable to clear the line because of the blizzards in the interior.

The government will probably despatch a sealing steamer laden with provisions to relieve the inhabitants at Bay of Islands from the danger of famine, which is declared to be inevitable unless relief arrives. The steamer will also endeavor to cut out the American fishing vessels.